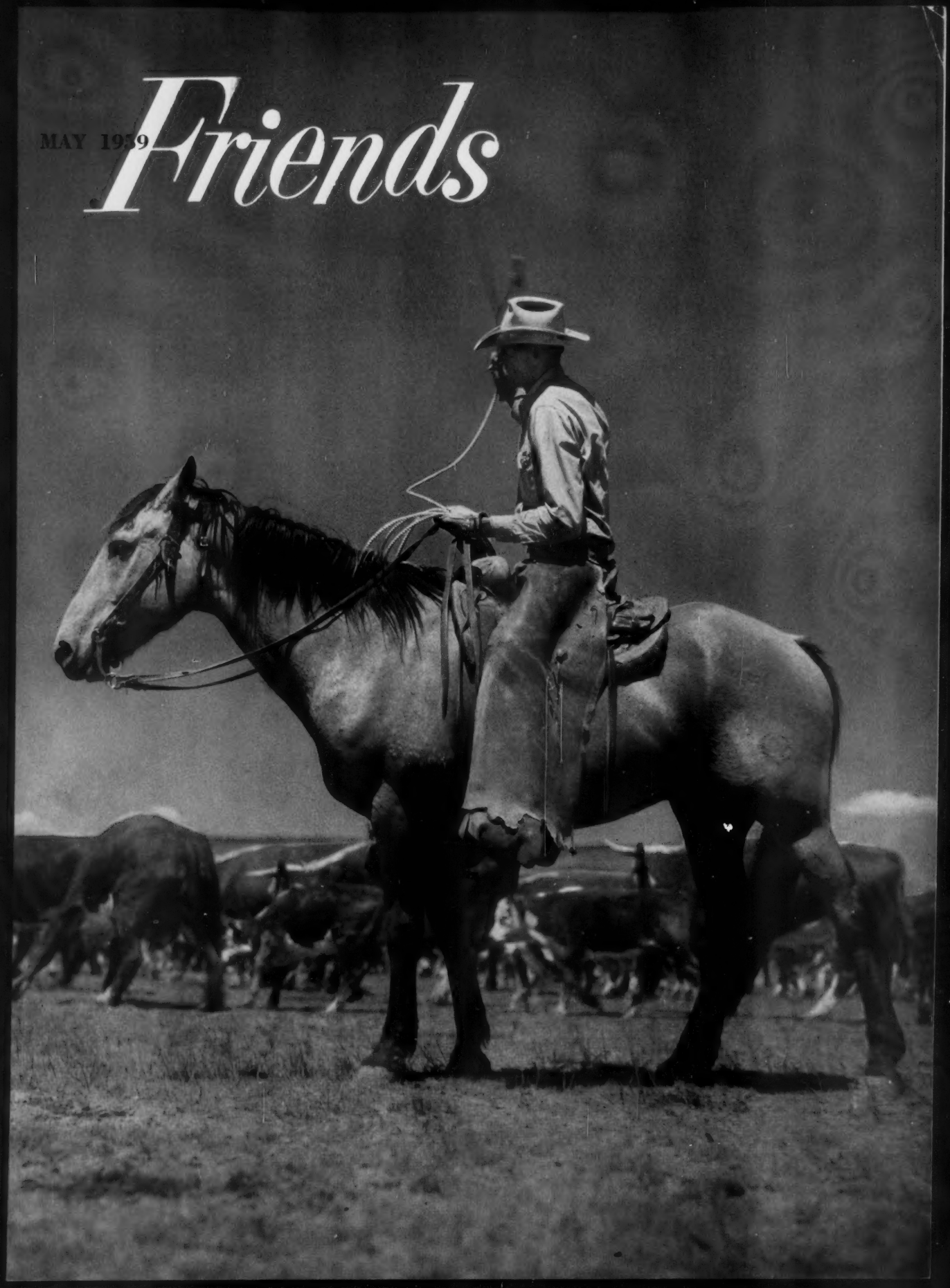
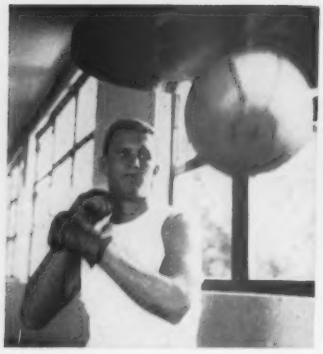
MAY 1939

Friends





Honor student and varsity athlete were two of many diverse campus roles in Kris Kristofferson's Pomona College career. He reached the finals in a 1958 Golden Gloves tournament in California.

Campus leader Kristofferson was the cadet commander of the school's military training corps. During leisure moments, classmates enjoyed listening to Kris as he sang songs that he had composed.

SELECTED AS A RHODES SCHOLAR, NOW HE'S

Kristofferson of Oxford

To the students and faculty of Pomona College in California, it was no surprise last spring that 22-year-old Kristoffer Kristofferson was one of 32 Americans to win a Rhodes scholarship for study at England's Oxford University. When Cecil Rhodes set the standards to be followed in selecting a scholar, more than 50 years ago, he insisted that the candidate be outstanding in scholastic attainment, in athletic ability, in qualities of manhood and in moral force of character. Kris (pictured at the left, before the college gate) was well known at Pomona for these qualities. He was an honor student, played on the college rugby and football teams and was sports editor of the school newspaper. An English major, he won four awards in a creative-writing contest for students. Since last September, after passing an entrance examination in Greek, Latin and mathematics, the Rhodes scholar has been continuing his studies in literature and writing at Merton College, one of the 34 schools that make up Oxford University. At Merton (where he is pictured at the right, wearing the sleeveless "commoner's robe" that identifies the Rhodes scholar), Kris meets once a week with a tutor who assigns him a reading and writing program, attends frequent lectures and takes part in some form of athletics every day.

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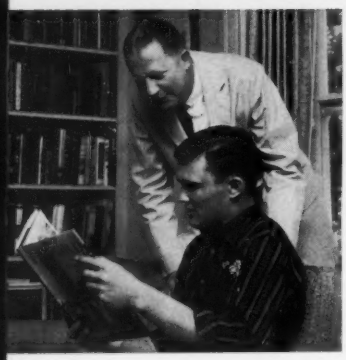
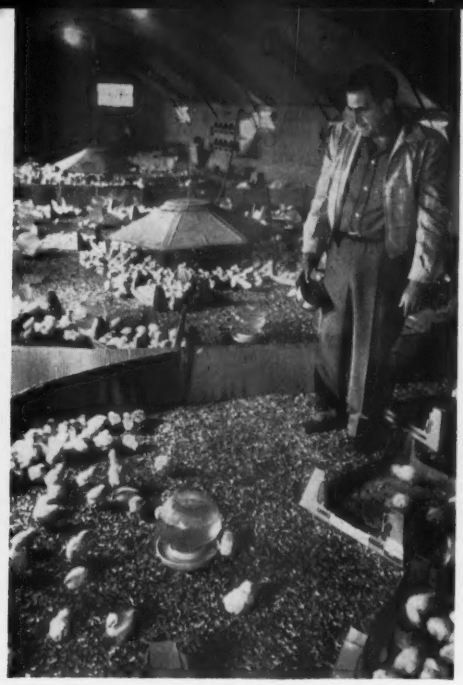


Preview of life at Oxford was given Kris by Pomona College President E. Wilson Lyon, who was also a Rhodes scholar.

His Chickens Cross Many Roads

The interstate chicken business of Harlan Block of Missouri Valley, Iowa, has a lot to do with the price and quality of the broilers you buy. Every week, Block (pictured at the left) buys thousands of one-day-old breeding pullets from farmers in New Hampshire, Connecticut and Pennsylvania and one-day-old breeding cockerels from Georgia and Arkansas farmers, and trucks them to farms located throughout Iowa, Nebraska and South Dakota. Later, he purchases the eggs of these birds and hauls them south to be hatched for broilers by hatcherymen in Missouri, Arkansas, Mississippi, Louisiana and Texas. According to Block (who should know; he's been an "egg broker" since 1943, when he started the business to supplement the income of a hatchery he then owned), this interstate operation, made possible by fast, efficient truck transportation, permits housewives all over the country to buy broilers at lower cost than if the business were conducted in a limited area. There are two reasons for this: The source of supply of breeders and hatching eggs is spread through many states, thus insuring against disease wiping out the supply in any one locality; and broiler housing and processing plants are concentrated in the South, where climate contributes to lower expense.



Feeding and checking chicks that his truckers have just brought in, Block makes certain that they are healthy before they are shipped out again.

On the road, one of Harlan Block's fleet of Chevrolet trucks carries chicks from eastern farms back to Iowa. His trucks average 100,000 miles a year on the job.

On an Iowa farm, the "egg broker" visits a customer and makes arrangements to purchase hatching eggs of breeders he had previously placed on the farm.

Hatching eggs are cleaned, sorted and crated in Missouri Valley for shipment in temperature-controlled trucks to processing plants in the South.

In Mississippi, crates of eggs are unloaded. Here, the eggs will be processed, and, later, broilers will be marketed throughout the country.

Taking down a volume from an upper shelf requires the use of a fork-lift truck, to help safeguard the library users from accident in handling the heavy boxes.

Exploring in the card catalogue, mining engineer can locate any test core that he wants. Cores on file are cross-indexed to show: name and depth of mine, name of property owner and drilling location.

Pulling one of the heavy boxes from the shelf is simplified by the use of ice tongs. A nail puller and crowbar are also approved implements to open boxes.

There's "Heavy Reading" in This Library

All the "volumes" are weighty tomes in the library of the U. S. Bureau of Mines at Denver. The library is actually a warehouse for the storage of more than 700,000 feet of drill cores—earth, rock and mineral samples that the Bureau has drilled from the ground at test locations all over the western U. S. (A similar library at Minneapolis contains drill cores from eastern and southern states.) The volumes, more than 1,300 of them, are long, wooden crates, weighing from 60 to 125 pounds, in which the cores are placed exactly as they were taken from the ground. In addition to providing a permanent record of the Bureau's investigations of the country's natural resources, the library offers a valuable service to anyone with a legitimate interest in mining and mineral deposits. Government agencies, mining and drilling companies, prospectors, all use the library to determine if areas they wish to prospect contain the minerals —gold, lead, copper, uranium—they seek, saving them the expense of drilling in areas already explored by the Bureau.

Reading the sample, engineer begins his study with casual analysis of core. If deposit looks promising, he may examine core with Geiger counter, magnifying glass or microscope.

Pictorial

The Seasons Bring Their Colors

With the return of spring comes an awareness of the fresh, bright color that marks this season of awakening and new life—gardens turn green, bluebirds and orioles and scarlet tanagers build nests in fresh-leaved trees, dandelions dot the waysides, gaily colored kites dance in the sky and tug at small boys, and little girls come out to jump rope in bright spring dresses. Not only spring, but every season of the year is a time of lively color. Even in sun-baked August noons or the bleak grayness of November or the somber landscapes of February there are many touches of color—often unexpected—to sharpen the scene. Shown here and on the following four pages are pictures that reflect the varying colors of the seasons.

(Continued)

Spring flower beds seem to bloom overnight in city parks, and the trees are traced in fragile young leaves of palest green.

The warm spring sunshine opens the fragrant blooms of a lilac bush in the overgrown dooryard of an old, deserted house—all that's left of a long-neglected garden.

Each month of the year unfolds dramatic color, beginning with the lengthening, prophetic days of early spring, with showers and gentle sunshine that bring refreshing greenness everywhere. Then come the gay patterns of summer and its carnival spirit of vacationtime, when the sun climbs high to spotlight sparkling blue lakes, pink-blossoming orchards and flitting butterflies in gardens

Spring showers are faced by dauntless Easter shoppers, who stroll the glistening streets protected by bright raincoats and scarves.

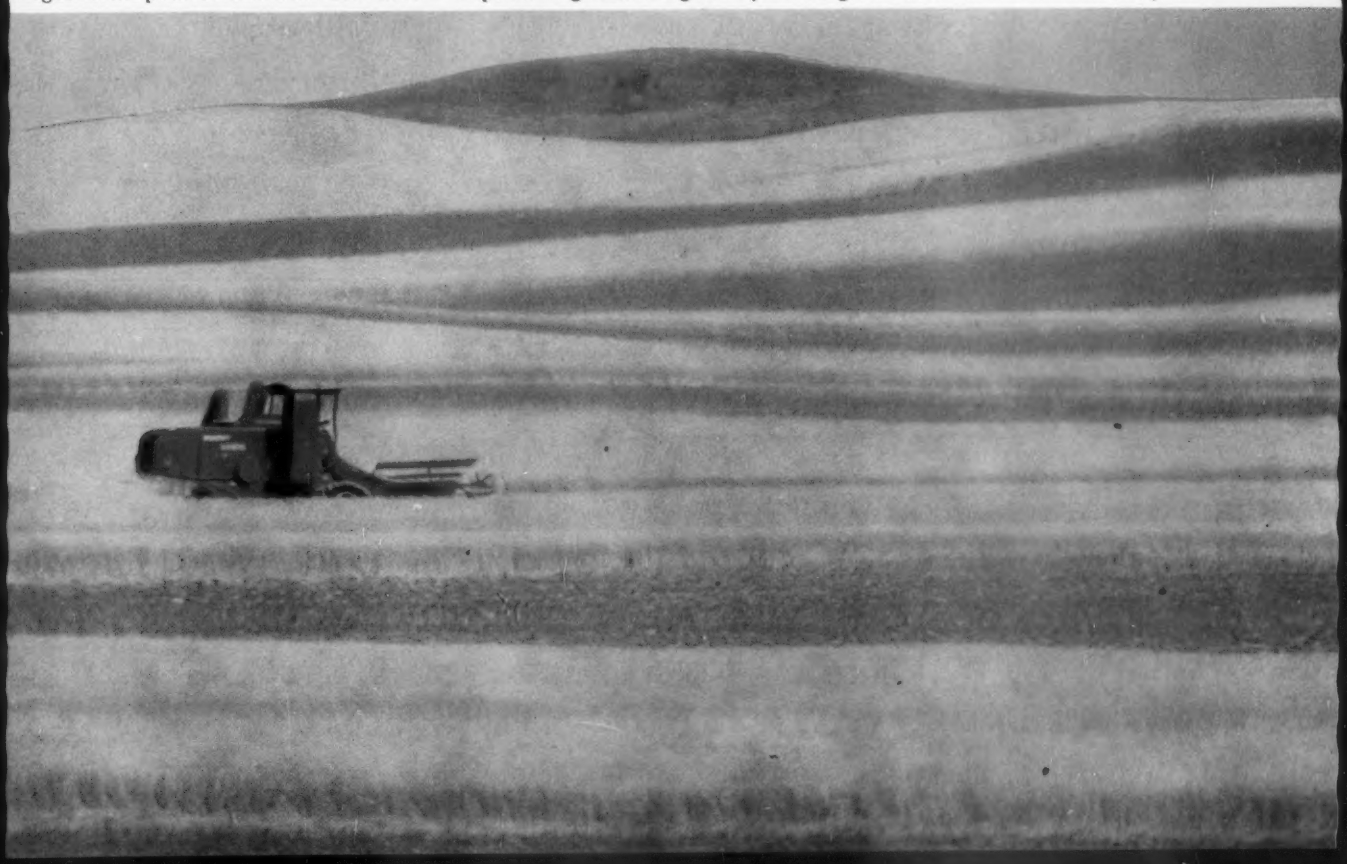
Beaches in hot weather are dotted with gaily colored paraphernalia, as families move to the shore to enjoy sun and surf.

Summer fruit ripens, sweet and juicy, bringing color to dinner tables and sharpening heat-jaded appetites.

(Continued)

City streets, no longer drab, burst into color— a repairman and his equipment, bright awnings on stores, balloon sellers on corners.

August in the prairie wheatlands turns the landscape into a golden background for the big combines that march across the fields.



October's matchless spectacle is football —a pageantry of marching bands, strutting drum majors in gaudy uniforms, banners bright with school colors, and teams whose precision plays thrill cheering crowds.

The chill in the air on autumn days brings dimming colors deep inside woodlands, where tall old trees shed their fading foliage to carpet the forest floor with rustling brown leaves.

The harvest season brings smoldering hues of russet and old gold to a farm field filled with corn shocks after autumn's bounty has been harvested.

All through the year, there's a cavalcade of color on the land. Autumn days are vivid with the changing foliage colors and with rich harvest hues—fruits and vegetables in red and green and gold. The brilliance of fall fades into winter's monotones, but there's still the gay color that the holiday season and cold-weather outdoor sports bring, in bright contrast to the frosty white of the winter picture

In the crisp, clear days of winter, youngsters appear outdoors to play in multicolored caps and jackets.

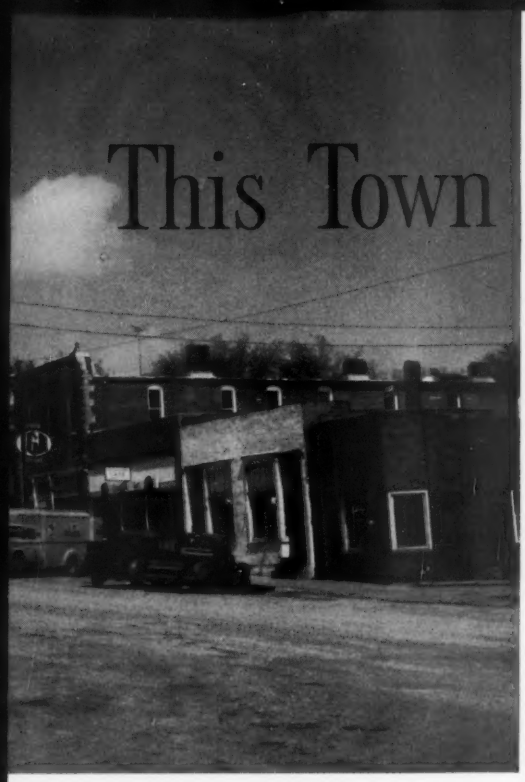
Christmastime—happiest holiday of all—is a joyous season of color, in yule decorations, gaily wrapped gifts and sparkling lights on Christmas trees.

Winter sports—skate-sailing is becoming popular in northern regions—bring color and action to whitened landscapes.

Dr. Franklin D. Murphy (below), chancellor of the University of Kansas, led the way in setting up the Kansas rural health plan. Of the problem that small towns in his state are successfully solving through the plan, he says: "A doctor is an educated, progressive man. He wants to live in and bring up his family in a progressive community. When he graduates from medical college, he is usually also broke and in debt. Metropolitan areas, for various reasons, usually make it easier for him to get started. The community that wants a doctor must not only become progressive, but must also do something to make it easier for a young doctor to get started."

Women's clubs got behind the fund-raising project so enthusiastically that they oversold their quota, and some subscribers had to be persuaded to give up part of their investment, so that all who wished could participate.

Businessmen held committee meetings by the dozen to discuss plans—from the first one of organizing the community corporation, to clinic construction details, to interviewing a young doctor who was interested in the town.

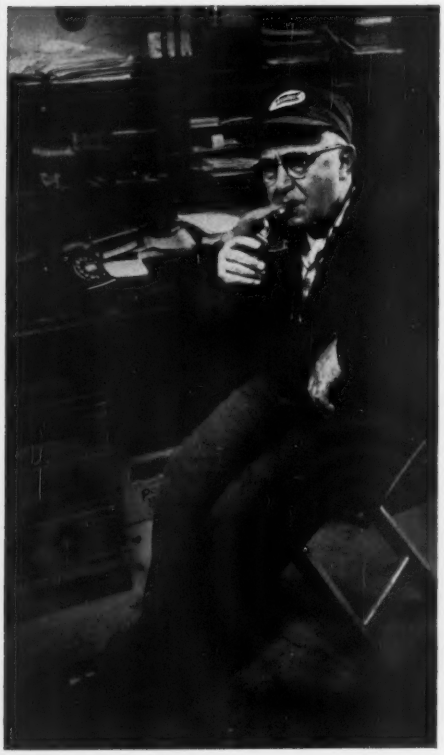


This Town Wanted A Doctor

Through organization and civic enterprise, small rural communities throughout Kansas have found a way to get needed physicians

Like the people in many of the nation's country towns, for many years the citizens of Overbrook, a small (population, 482) but thriving farm community in Osage County, Kansas, had no doctor. The nearest medical care was some 20 miles away. They wanted a doctor to settle in their town, but getting one required considerably more effort than just wishing, for rural areas nowadays find it hard to attract young physicians, who may want to live in a small town but can't afford the heavy expense of setting up an office and acquiring the equipment necessary for general practice. The state of Kansas, however, has developed a plan—launched 10 years ago by Dr. Franklin D. Murphy of the University of Kansas—to bring town and doctor together. Under this plan, the people of Overbrook worked together to organize a corporation to finance a modern office and clinic for a doctor. Raising funds became a major civic enterprise, with the entire community—businessmen, housewives, farmers, merchants—subscribing for shares in the corporation. Even before the clinic was completed, a young physician came to town to give the people medical care. To meet Overbrook's doctor and see the clinic, turn the page.

(Continued)



President of corporation organized to build and equip the clinic is Fred Reed, owner of an agricultural supply store. He helped form the $20,000, non-profit company, later arranged to have Doctor Murphy come to Overbrook and advise the townspeople.

Building up interest and keeping it high was an effort of Dwight Payton, editor of the weekly Overbrook Citizen. Enthusiasm was so high that for months whenever people met on the street, the talk was about their new clinic.

"Ringing doorbells" in behalf of the project, fertilizer dealer Robert Clark called on farmers and housewives throughout the rural area. He sold more than $5,000 worth of stock.

How Kansas towns are attracting young doctors

The Kansas rural health plan that was worked out by Dr. Franklin D. Murphy to help communities get adequate medical care for their people is a three-point program. In order to increase the number of new doctors, nurses and technicians graduated each year, the University of Kansas medical school facilities have been greatly enlarged and expanded. To encourage young doctors to settle in their towns, small communities like Overbrook are raising funds, by popular subscription, to build and equip an office, clinic and residence for a doctor, which he may rent or may purchase from earnings. To help rural doctors, who are often somewhat isolated, keep pace with medical advancements and techniques, post-graduate study and refresher courses are offered regularly at centers around the state. The plan is bringing doctors to many small Kansas communities; the one who settled in Overbrook is Dr. James L. Ruble, Jr., pictured below at the town's clinic. Kansas has been successful in making medical care accessible to all its citizens—every one of the state's 105 counties has a physician today, and there is no community with a population of 1,000 or more that does not have a doctor.

Modern clinic built by the people of Overbrook provides the town's doctor with up-to-date facilities—office, examining rooms, laboratories—for medical diagnosis and treatment. It is typical of clinics that have been built in small towns throughout Kansas. Dr. James L. Ruble, Jr., who graduated from the University of Kansas School of Medicine, is shown below at work in the X-ray laboratory. He is buying the clinic from the community corporation.

This is the house that you built

The Chevrolet Engineering Center, Warren, Michigan

. . . and this is the car that was designed in the house that you built

Even the escalators in the Chevrolet Engineering Center move faster, to keep up with the flow of ideas. Ideas shaped and given substance by the 2,400 members of the Center staff. Ideas that result in the kind of car that fits your way of living. Case in point: this 1959 Chevrolet.

It began, years ago, with a simple question: What sort of automobile will Americans want in 1959? For the vital answer, Chevrolet research groups gathered opinions, ideas, comments from people like you around the nation. It all added up to *your* idea of what a car should be—safe, roomy, freshly styled, economical. And so the Engineering Center translated your desires into metal and fabric and other materials.

The men and women of the Engineering Center—over 2,400 of them—worked under one rule in forming this 1959 Chevrolet: to please you, to give you what you want.

Which is why this Chevy's Slimline design sits so gracefully in your drive. Why you can choose from sixteen models—sedans, sport models, station wagons, the Corvette. Why you can choose a Hi-Thrift 6 engine that saves and saves on gas.

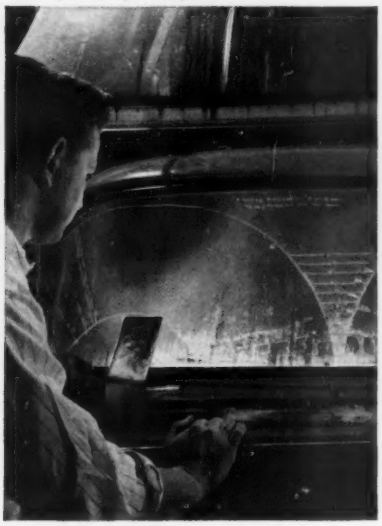
That's why we call this the house that you built. Because it's dedicated to giving America what it wants. To giving *you* what *you* want.

. . . and these are the people who created the car that was designed in the house that you built

Chevrolet's new shape of motion began here, in the styling studio, as drawings, and then as a clay mockup. Soon it emerged as a full-scale plastic model. Result: America's fastest selling car.

Testing, as with these headlamps, is a vital part of the task of keeping you happy.

Another Chevrolet testing device makes windshield wipers stand up under one thousand hours of non-stop downpours.



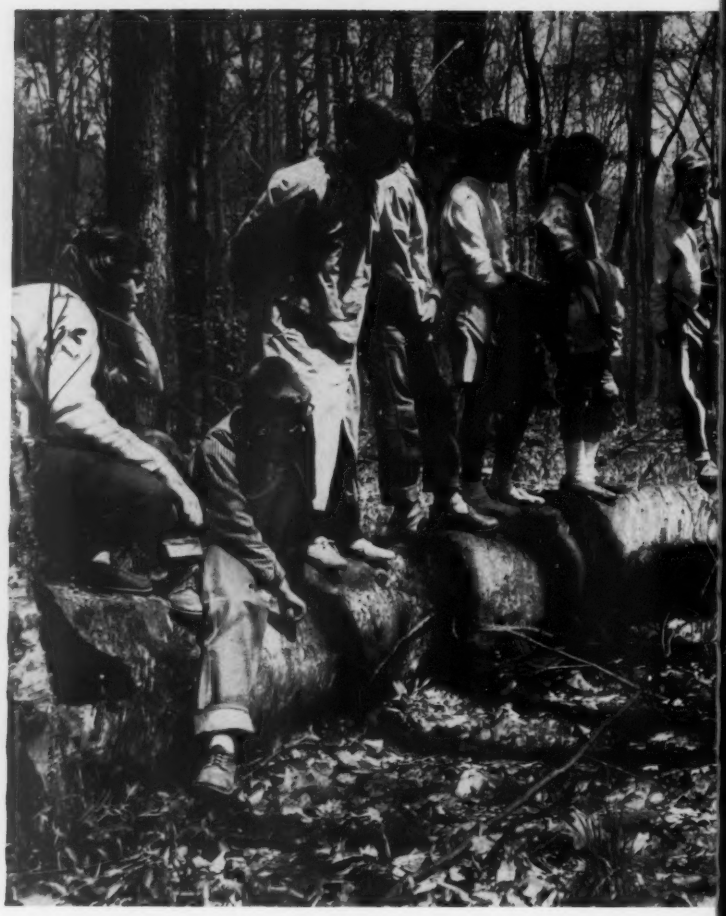
This unique "Test Programmer" enables engineers to take a Chevy over roughest roads—without leaving the lab!

If there's the tiniest "bug" in a Chevy engine, it shows up in this dynamometer cell—and is soon eliminated.

What America wants,
America gets in Chevrolet!

CHEVROLET

After raising the flag, to start the day's activities, students have breakfast (they take turns serving food), clean up the dormitories, then move with instructors to the woods and fields for nature studies.



When School Moves to Camp

Woodlands and wild life have new meaning for thousands of Michigan school children who are taking part in a state-wide *program that's designed to teach them more about the out-*doors. Leaving their classrooms, students (and teachers) from more than 80 elementary schools spend one week of the school year at a state recreation area, where, in carefully scheduled courses of nature study, they learn woodcraft and conservation of natural resources. Typical of the activities are these pictured at Proud Lake Recreation Center in southern Michigan, in which sixth grade students of Birmingham's Quarton School participated. (At left, part of the group is pictured outside the dining hall, awaiting the dinner bell.) From dawn to dark, the youngsters hear nature talks, watch demonstrations by park rangers, explore woods, fields and streams. Teachers find the experience rewarding, too, for it gives them a chance to become better acquainted with pupils.

Searching for flowers and for insect life in the woods, students are thrilled to discover a plant that they formerly had seen only in books. On their hunts, youngsters are encouraged to keep count of birds and animals they see.

In woodlore lecture, teacher explains growth and conservation of forests. (Students will learn more about their state's products and industries, and have reason to say: "We're proud of Michigan," when they help to celebrate Michigan Week, May 17-23.)

On a field trip, a ranger explains the chemistry of the soil in simple terms and shows the students how to identify some of the common minerals that can be added to a rock collection.

Transplanting trees in an open field, young foresters learn how erosion of soil can be prevented.

During a recreation period, the students receive some pointers about water safety and the proper handling of a canoe. Their camp training also includes instruction in the safe use of a rifle.

"English Riviera" at Oddicombe Beach in south Devon was pictured from a nearby cliff by Arthur W. Taylor of Braintree, Massachusetts.

Dutch tulip garden and windmill were photographed by Frank Karlowski of Perth Amboy, New Jersey, during a recent motor trip through the Netherlands.

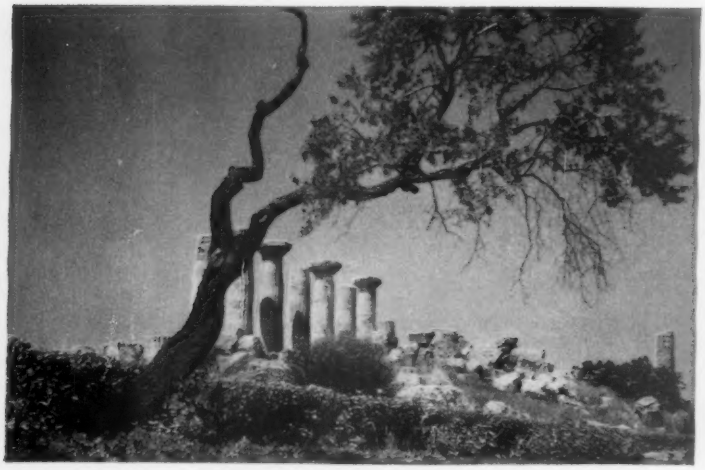
CHEVROLET OWNERS' PICTURES BRING BACK Memories

Swiss village stands out against the blue background of the Bernese Alps in this picture by Albert B. Leichter of Peterborough, New Hampshire.

# of Distant Lands

Photographs brought back from abroad are lasting reminders of a pleasant vacation trip. These pictures were taken by Chevrolet owners at scenic spots in Europe and Asia. If you are a Chevrolet owner and have pictures, either in black and white or in color, that you would like to see in FRIENDS, see page 31 for details.

German resort town of Lindau, with banners running the length of a breakwater, had the gay air of the holiday season when pictured by K. Richard Greene of Gettysburg, Pennsylvania.



Ruins of Greek temple, standing like sentinels on a hill, are in the Valley of the Temples near Agrigento, Sicily. The picture is by Mrs. Mimi Cohen of Bellaire, Texas.

Lights of Kyoto, glittering brightly in the rain, were pictured by Dr William J. Pitts of Birmingham, Alabama, who was serving with the Army in Japan.

Marine architect Alta Samuels can view with pride the giant liner *S.S. United States*, moored at its pier in New York City—she helped design it.

Architects' conference at drawing board in her office provides opportunity to test on a fellow designer new ideas utilized in her plans for a yacht.

Changes in superstructure needed to modernize a Greek freighter are discussed aboard ship with representative of shipbuilder.

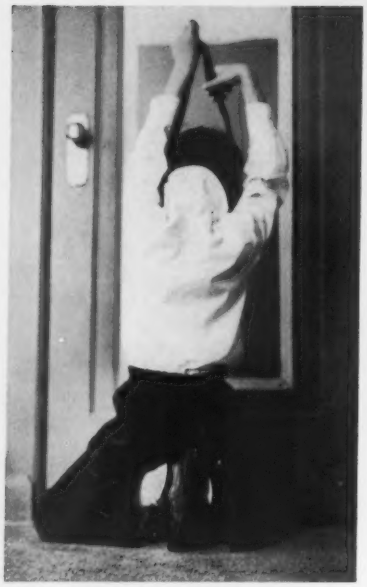
Scale model of a Samuels-designed freighter will soon be afloat, life size, in a shipping company's service.

Her Designs Go Down to the Sea

The nautical superstition that women bring bad luck to ships has gone by the board since Alta Grant Samuels entered the field of marine design. Mrs. Samuels went to work as a draftsman with a leading firm of naval architects during World War II, when the need for skilled personnel was great. An architect (she has designed more than 1,000 homes), Mrs. Samuels soon was able to solve some of the complex problems of naval design. By the end of the war she was an experienced designer, taking part in the planning of aircraft carriers, destroyers and merchant ships. Emphasizing that she is a marine, not a naval, architect, Mrs. Samuels points out that she does the interior design of ships. Her work—planning quarters, deck layouts, furnishings, lighting, air conditioning—begins when the plans for the hull are completed. Now in business for herself in New York City, she tackles any project from freighter to luxury houseboat. Her competence is reflected in the fact that she is the only woman member of the Society of Naval Architects and Marine Engineers. Mrs. Samuels explains her approach to marine design in this way: "A ship, like a woman, is built in curves, and must be thought of accordingly."

Decorating knowledge comes into play in completing designs for the interior furnishings of the officers' and crew's quarters with furniture, lighting fixtures, draperies and paneling.

Luxury yacht more than 100 feet long calls for designer's personal touch in selecting custom interior appointments.



This Tie Ended in a Contest

Blessed be the tie that never binds and never wrinkles, that hangs in equal lengths and provides a neat, compact knot. Such a blessing, however, is yet to come for Jimmy Thal, six-year-old son of Mr. and Mrs. George Thal of Denver, who, as these pictures show, is tackling a necktie for the first time.

Preparing the X-15 for Flight

Tests at Edwards Air Force Base in California are designed to help a pilot-adventurer fly his rocket-powered plane 100 miles above the earth

Sometime this spring, the black, missile-like airplane X-15 will be dropped from its cradle in a giant B-52 jet bomber (illustrated in an artist's drawing, above), and its pilot will attempt to fly the research plane to an altitude and at a speed never before experienced. The flight of the X-15 is designed to help our nation's scientists and engineers obtain knowledge of high-speed flight conditions above the earth's atmosphere and to learn how man will react to space flight. Preparations for the flight began in 1952, when the National Aeronautics Space Agency (NASA) first investigated the problems involved in manned space flight. Now, after years of research and a long series of successful tests held at laboratories and plants all over the country and at Edwards Air Force Base in California (a few tests at Edwards are pictured on the following two pages), a pilot awaits the signal to fly into space.

Veteran test pilot Scott Crossfield, wearing a suit that provides earthlike conditions at high altitude, stands beside the X-15. He will be the first of seven skilled pilots who are prepared to explore space in the plane.

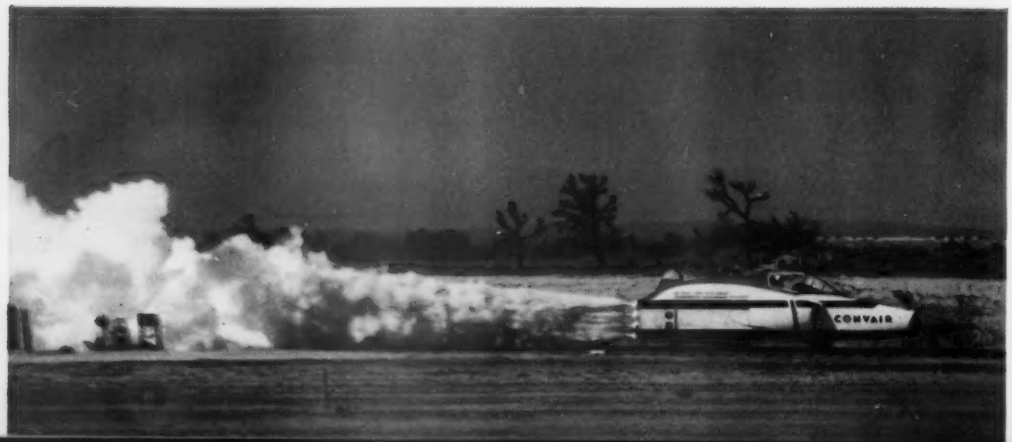
(Continued)

Preparing to land at the southern tip of Edwards Air Force Base is an F-107A undergoing tests. Heart of the base is the smooth, alkali-and-clay surface of 12-mile-long Rogers Dry Lake, which will provide the long runway needed by the X-15 when it comes in from its high-speed trip.

Tests are completed to send a plane into space

For 17 years, engineers, scientists and airmen have been testing the latest models of aircraft and equipment related to airplanes at the Air Force Flight Test Center at Edwards. (For example, the first flight of a jet plane in the U. S. was made here in 1942.) This year, many of the 9,000 people who live on the 300,000-acre desert base and operate its complex testing facilities are making final preparations for the flight of the X-15—the plane whose performance may well determine the shape and pattern of the manned space ships of the future.

Rocket-powered sled (which can reach a speed of 1,600 miles an hour on a track) is used by engineers to test effects of stress placed upon a pilot flying at supersonic speed and to test the parachute harness and pilot-ejection seat.



Tests of liquid propellant for the power plant of the X-15 were made at a firing-test stand specially built into the side of a ridge at the base. (Here, the firing of an Atlas missile, which also is fueled with liquid oxygen, is simulated.)

New radar equipment, linked with high-powered telescopes and movie cameras with telephoto lenses, has been installed to follow the flight of the X-15 in its exploration of space. Using these units, trained technicians can pinpoint with an accuracy of 10 feet the position of the plane anywhere within an area 125 miles long, 100 miles wide and 35 miles high.

"Flying" at 65,000 feet, in a specially built altitude chamber, is John B. McKay (at left), who is one of the pilots scheduled to fly the X-15, and an observer, who checks McKay's pressure suit in the 45-minute practice flight. Supervising the test, one of many endured by the space plane pilots, are the commander of the chamber and a doctor.

B-52 mother ship will carry the X-15 up to at least 40,000 feet before dropping it. According to first flight plan, the X-15 will be released over Idaho; at that time the pilot will fire up his rocket engine and shoot up into the ionosphere, fly at several times the speed of sound for several minutes, then glide back down to land at Edwards field.

YOUNG RED-TAILED HAWK

GLAUCOUS GULL

"And another thing, Leonidas. . ."

"Which one of you kids hit the ball?"

Listen to the

BLACK TERN

"But, Mom, all the other kids are going."

"But, of course, I never listen to gossip."

"Yes, we're expecting a little stranger."

ATLANTIC PUFFIN

PHOTOGRAPHS FROM NATIONAL AUDUBON SOCIETY

FLORIDA BURROWING OWL

"I stand firm on my rights."

YOUNG LEACH'S PETREL

"Man, what a party."

"Mocking" Birds

There are some rare "birds" to be found in any neighborhood . . . perhaps you'll recognize some of the types as they speak for themselves

"I think the Schmidlapps are there, but I can't get a good view."

SQUACCO HERON

AMERICAN EGRET

"Hiya, babe."

PELICAN

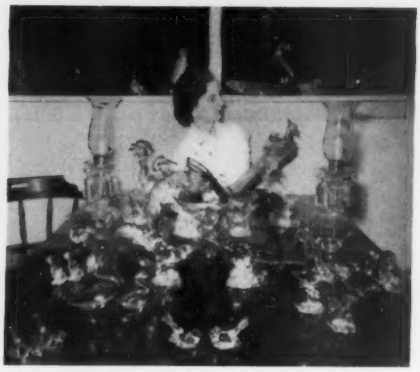
Making a balloon, Jim Simone joins sheets of tissue paper end to end with dry-mounting tissue, then cuts out sections (*center*) and glues them together at edges, to make pear-shaped bag. Loop of wire holds mouth of balloon open.

Inflating a balloon, Jim holds tissue bag over stovepipe funnel, through which hot air rises from fuel (pine cones) burning in metal wastebasket stove.

Hot Air Balloons

Making a colorful balloon that will soar high into the blue is an entertaining project for any would-be balloonist to carry out. The soaring satellites shown here are being launched by James Simone of Sierra Madre, California, who learned to make them as a boy. (Above, he shows his two sons how to make and launch a balloon.) Jim suggests a vacant parking lot, where there are no wires or tall buildings to interfere with flight, as the best launching site. The designer inflates his decorative missiles and lets them rise in rapid succession. As the hot air in them cools, the balloons gradually descend, and his assistants race out to retrieve them.

HOBBIES



All the birds in the home of Mrs. Gladys Totten of Abingdon, Virginia, are made of crystal. Among the birds in her collection are parrots, blue jays, cranes, a peacock and the legendary phoenix. She often uses her fine pieces of crystal in a table centerpiece.

"Fiddling away" his leisure time is profitable and relaxing for H. E. Fain of Dallas. His hobby, making violins of wood that he imports from Germany, is an art he learned as a boy from an elderly Texas violin-maker. His best instruments are valued at $600.

PHOTOGRAPHS NOT OTHERWISE CREDITED

2, John R. Hamilton—Globe. 3, John R. Hamilton—Globe *(upper left)*; Terence Le Goubin—Black Star. 4-5, Joe Clark. 6, Leonard Nadel. 7, Joe Covello—Black Star. 8, Joe Clark *(top left)*; Paul Radkai *(left center)*. 9, Bob Smallman *(top left and right)*; Simpson Kalisher *(left center)*; Joe Clark *(bottom)*. 10, Joe Covello—Black Star *(top right)*; Joe Clark *(all others)*. 11, Jerry Yulsman—Globe *(bottom)*; Bob Smallman *(all others)*. 12-13-14, Joe Clark. 18, John H. Warner *(bottom left)*; Joe Clark *(all others)*. 19, Joe Clark. 22-23, Leonard Nadel. 24, John Rees—Black Star. 25, North American Aviation, Inc. *(bottom right)*. 26, North American Aviation, Inc. *(inset, top left)*; U.S. Air Force *(all others)*. 27, U.S. Air Force *(bottom left)*; Lou Jacobs Jr. *(all others)*. 28, Leonard Lee Rue III *(top left)*; Roger Tory Peterson *(top right)*; John H. Gerard *(left center)*; Robert C. Hermes *(bottom left)*; Allan D. Cruickshank *(bottom right)*. 29, Arthur W. Ambler *(top left)*; Robert C. Hermes *(top right)*; John Marinus *(bottom center)*; Eric Hosking *(bottom right)*. 30, Robert J. Smith—Black Star.

Many famous sports personalities are represented in the hobby collection of William Breitzman of Seattle. During the past few years he has collected more than 1,100 autographs and 6,600 pictures of athletes, representing 25 different sports in 27 countries. The autographs and pictures are mounted in 17 albums.

A cowboy and his horse are a hard-working team as they ride herd on grazing cattle. Our cover picture this month was taken by Bob Taylor on the plains of western Texas.

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FRIENDS pays $25.00 to every Chevrolet owner who submits a photograph that is published on the owners' pages; $10.00 to each Chevrolet owner whose hobby is pictured on the hobby page. Photographs for these pages must be submitted by the Chevrolet owner himself. On black and white pictures, send prints—not negatives. On color photographs, send only color transparencies. (Do not submit slides in glass mounts.) All photographs not accepted for publication will be returned immediately. All black and white photographs accepted become the property of the Ceco Publishing Company, with exclusive rights to their reproduction. All color transparencies accepted will be returned after publication. Wrap the pictures carefully, so they will not crack or bend, and enclose a short letter describing the scenes pictured; on hobby photographs, give full details about the hobby. Mail pictures to the Editor, FRIENDS Magazine, 3-135 General Motors Building, Detroit 2, Michigan. FRIENDS assumes no responsibility for black and white prints or color transparencies lost in transit.

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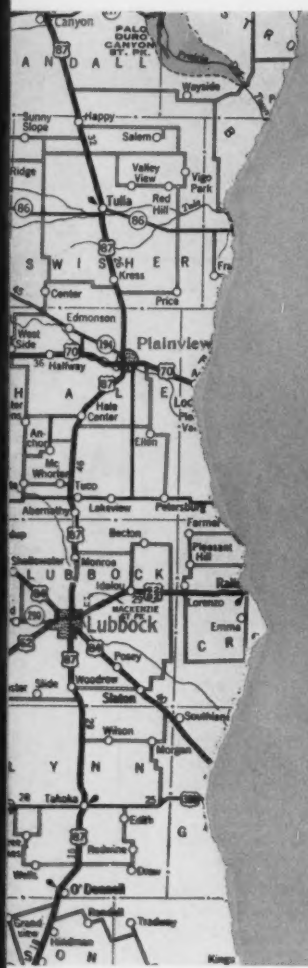

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With the first hint of summer, you start thinking of heading for parts unknown—of far-off vacation spots and week-end excursions. That means putting extra miles on your car—miles that should be happy, carefree miles. So bring your car in now for its 10-POINT SAFETY CHECK-UP. For a reasonable price, our Chevrolet service men will inspect your brakes, tires, steering mechanism, lights, electrical system, muffler and exhaust pipes. And, if needed, they'll align the front wheels, pack the wheel bearings and balance all the wheels. It's a one-stop 10-POINT CHECK-UP that will help take the worry out of your summer driving. So see us soon for safety's sake.

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